

Mountain Link of Mohawk Trail Is To Be Constructed

Plans Made for a New Avenue in the Berkshires From West and Scenic Road of Great Beauty

An announcement of more than ordinary interest to automobilists of both East and West is that plans have been advanced for the completion of a ten-mile stretch of new road from Petersburg, N. Y., to Williamstown, Mass., over Petersburg Mountain, in the Berkshires. Aside from the scenic view which a trip over this "missing link" of the old Mohawk Trail will provide, the construction of the mountain road in reality opens a new route into the Berkshires from the West and, on the other hand, supplies a new outlet from the Berkshires to Central New York.

The advantages of this plan were brought home to a party of New York automobile men, newspaper men and officials of the Automobile Club of America who went over the road last week. It was agreed that the completion of the link would add greatly to the vacation or tourist value of the Berkshire section.

Petersburg Mountain has an elevation of 2,000 feet and offers one of the most remarkable scenic views in the United States. To the east can be seen the various ranges of the Berkshires, including Mount Greylock; to the north and south the beautiful valleys in which such charming towns as Williamstown, North Adams and Pittsfield nestle, while to the west the view extends to the distant Adirondacks, with the great peak White Face the outermost sentinel on a rare horizon.

Used by Iroquois Tribes
This new stretch of road was a part of the Mohawk Trail when the latter served as a route for the annual migration of the Iroquois tribes to the lowlands and coast of Massachusetts. When completed it will provide a direct route into the Berkshires via Troy.

Highway Commissioner Greene of New York State has promised to have the five-mile piece of road extending from Petersburg to a point just over the summit of Petersburg Mountain completed within twenty-four months. The remaining stretch, which lies in Massachusetts, is to be built from a special appropriation which the Legislature of that state is expected to push at its next session. Active in pushing the new route are residents and various other Berkshire interests which have been so largely responsible for the present fine system of highways in that section.

Pending the completion of the link, the gravel road from Alps to Williamstown, via Hancock, offers an excellent route for reaching Williamstown from either Troy or Albany. This stretch of road has just been widened and regraded.

Suggests Standardized Freight Cars for Autos

A suggestion has been made to the heads of the large railroad systems of the country by an automobile manufacturer relative to a standardized type of freight car to be used in transporting automobiles.

The suggestion is that all automobile box cars be made seventy-five feet in length, mounted on six-wheel trucks. If this could be done it would mean a reduction in the cost of the average automobile to the consumer, because of the decreased cost of transportation.

As a further suggestion, the railroad companies are asked to consider the discontinuance of the common 36-foot box car and substitute as a standard the 40-foot cars, equipped with wide side and end doors.

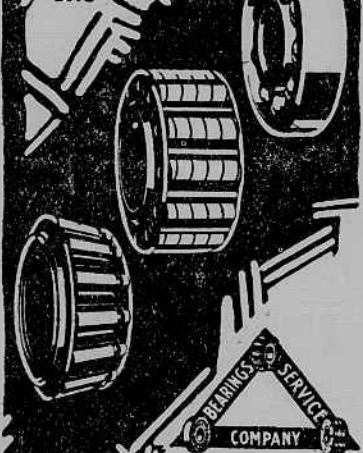
100,000 Doctors in U. S. Are Motor Car Users

The latest Directory of Doctors gives the total number of practitioners as 147,312 in the United States. Recent medical school graduates have probably made the total pass the 150,000 mark.

Two-thirds of the doctors in the United States own automobiles. A canvass of leading medical journals conducted by the National Chamber of Commerce brought in the report that more than 80 per cent of the country doctors own passenger cars.

We are authorized to give official factory service on Timken, Hyatt, and New Departure Bearings. Complete stocks of these nationally known anti-friction bearings always on hand.

New York Branch:
239 W. 56th St.
Phone Circle 1600
Brooklyn Branch:
1176 Bedford Ave.
Phone Bedford 2072



BEARINGS SERVICE COMPANY
General Offices: Detroit, Michigan

Fire and Theft Auto Insurance Forms Explained

Valued Coverage Is More Essential by Reason of the Broader Protection Granted in This Policy

An authority on insurance matters writes as follows on the subject of automobile policies:

"Under a fire and theft policy covering the two forms of protection are issued. One is called a valued policy and the other a non-valued insurance."

"The valued coverage is more essential, inasmuch as the protection granted under such insurance is broader in form and far better than the non-valued feature."

"In the event of loss by fire or theft the insurance company pays the full amount claimed under the policy, without deducting an allowance for depreciation value of the car. Under the non-valued policy deduction is made for depreciation and usage of the automobile."

"The so-called valued form costs about \$2.50 more a thousand, and not to carry this form of protection is false economy."

"The provisions under this insurance are as follows:

"Covers against fire arising from any cause whatsoever and lightning."

"While being transported in any conveyance by land or water, stranding, sinking, collision, burning or derailing of such conveyance, including general average and salvage charges, for which the assured is legally liable."

"Theft, robbery or pilferage, excepting by any person or persons in the assured's household or in the assured's service or employment, whether the theft, robbery or pilferage occur during the hours of such service or employment or not, and excepting also the wrongful conversion or retention by a mortgagee or vendee in possession under mortgage, conditional sale or lease agreement, and excepting in any case other than in case of total loss of the automobile described in policy, the theft, robbery or pilferage of tools and repair equipment."

"Additional conditions are:

"The automobile described in policy (body, machinery and equipment) is valued at the sum insured. In the event of loss or damage, under the policy the company shall be liable only for the actual cost of repairing, or, if necessary, replacing the parts damaged or destroyed. It shall be optional with the company to repair, rebuild or replace the property lost or damaged with other of like kind and quality within a reasonable time, on giving notice within thirty days after the receipt of the sworn statement of loss required in policy of its intention so to do, but there can be no abandonment to the company of the property described in the policy."

"In the event of loss or damage to the automobile, whether such loss or damage is covered by the policy or not, the liability of the company under the policy shall be reduced by the amount of such loss or damage until repairs have been completed, but shall then attach for the full amount as originally written, without additional premiums."

"For some time the material situation has been a serious handicap to all manufacturers connected with the automotive industry. Coupled with this, the switchmen's strike has created a congestion of railroad terminals throughout the country which is not yet relieved and which may continue for months to come."

"It is possible, although not probable, that conditions will readjust themselves sufficiently to permit holding the contest in the fall. As the material situation and freight car situation stand to-day, it would be almost impossible for some of the Eastern manufacturers to get their trucks to Omaha in time for the starting date of the run."

Tractor and Trailer Are Boons to Distribution

The advent of the tractor and trailer is one indication that industrial need always produces the means to fulfill it. H. H. Eltinge Breed, former Deputy Commissioner of the New York State Highway Commission, said, in an address at the annual meeting of the National Highway Traffic Association in this city. He said:

"There are registered in the country to-day 35,000 trailers, and their increase in the last two years has been more than 100 per cent. At this rate of increase 600,000 tractors and trailers can be planned by the year 1930. The crux of the economic situation in the country to-day is distribution, even more than production. The motor truck and the tractor and trailer have been developed to meet the needs of distribution."

"Much as we need distribution, we need, even more, economy in distribution. It is appalling to realize that we, as consumers, pay from three to ten times the actual cost of the finished article, be it manufactured or natural product. Whatever effects a saving in cost to the consumer is a national boon. Motor power for short haul freight does effect such a saving."

"Trailers make it possible for one tractor and one driver to do the work of three."

Uniform Law for Headlight Glare Is Much Needed

Uniform action by the several states in the handling of the headlight glare problem is clearly indicated. Under the Wisconsin law, for instance, no certificate of approval for devices is issued. The Industrial Commission of the state has the right to formulate and put into effect upon thirty days' notice, any restrictions upon motor cars that it sees fit.

Under this law a spotlight on a car is illegal unless the bracket is so arranged that the light cannot be thrown more than thirty feet directly in front of the car. The specifications originally classed any kind of a controllable head lamp as a spotlight.

The New Jersey law provides that any head lamp controllable from the driver's seat so as to cause any of the projected rays of light or cone of light to rise above forty-two inches from the ground fifty feet in front of the car, is unlawful.

Every device used in New Jersey is tested at night by two inspectors of the Motor Vehicle Department and is then passed on by the Commissioner

of Motor Vehicles. This department has tested more than 700 different dimming devices. Only sixty of these have passed.

New York State Scenic Contest Ends Tuesday

ALBANY, June 12. — Among the many photographs entered in the "See New York State First" Contest several unusual views taken in the historical Finger Lakes region have been sent in this week. More than a hundred entries have reached Albany, and it is expected that the judges, Secretary of State, Hugo, Commissioner of Highways, Greene and Henry W. Robbins, president of the New York State Automobile Association, will have some difficulty in determining the winners of the cash prizes offered for the best views on the New York State highways.

The contest, which is open to all residents of the state, closes June 15 and the winning pictures will be published in July "Motordom." There are no other conditions to the contest than that pictures must be originals, and should be in the hands of the Contest Editor, "Motordom," Albany, by June 15, together with descriptive captions of not over one hundred words.

Road Conditions Are "Surprisingly Good"

With one or two exceptions the main traveled automobile highways, throughout New York State and southern New England are in surprisingly good condition for this time of year, according to the touring bureau of the American Automobile Association, at 501 Fifth Avenue. Very little construction work is in progress on these roads and repairs consist almost entirely of local patching where the winter's frosts caused upheavals of top surface.

The Boston Post Road as far as Bridgeport is in bad condition as a result of the heavy motor truck traffic of the last few months, but this is about the only trunk highway to be avoided at present. The alternate route to Boston, via White Plains, Ridgefield, Danbury, Waterbury, Hartford and Springfield, presents surface almost uniformly excellent, while the only obstacle on the alternative, via Williamstown and Providence, is a short detour just beyond Chepachet, twenty miles west of Providence.

Although the Newburyport Turnpike out of Boston is closed to traffic, as is also that between Newburyport and Portsmouth, the shore road via Lynn and Salem is excellent. The balance of the route into Portland is good all the way.

Running west from Springfield to the Berkshires the road is being resurfaced between Chester and the beginning of Jacob's Ladder, but is entirely passable, while the Ladder itself is in fine condition. Those wishing to motor over the Mohawk Trail should run via Greenfield, the detour over Shelburne Mountain having been put in good condition. The main road has been entirely relocated and when completed will add immensely to the attractiveness of this already popular route.

Along both sides of the Hudson River the roads between New York and Albany are in good condition, with only one or two short rough stretches. The main cross-state highway from Albany to Buffalo is unusually fine this year. Another excellent route to Buffalo is the Liberty Highway through Binghamton and Elmira, connecting via Watkins with the other route at Geneva.

The continuation of the Liberty Highway to Westfield and Erie is also good throughout, the only obstacle to travel into the Middle West being the bad detour west of Erie. For this reason many motorists are shipping by boat from Buffalo to either Cleveland or Detroit.

Complete details are available at A. A. A. headquarters.

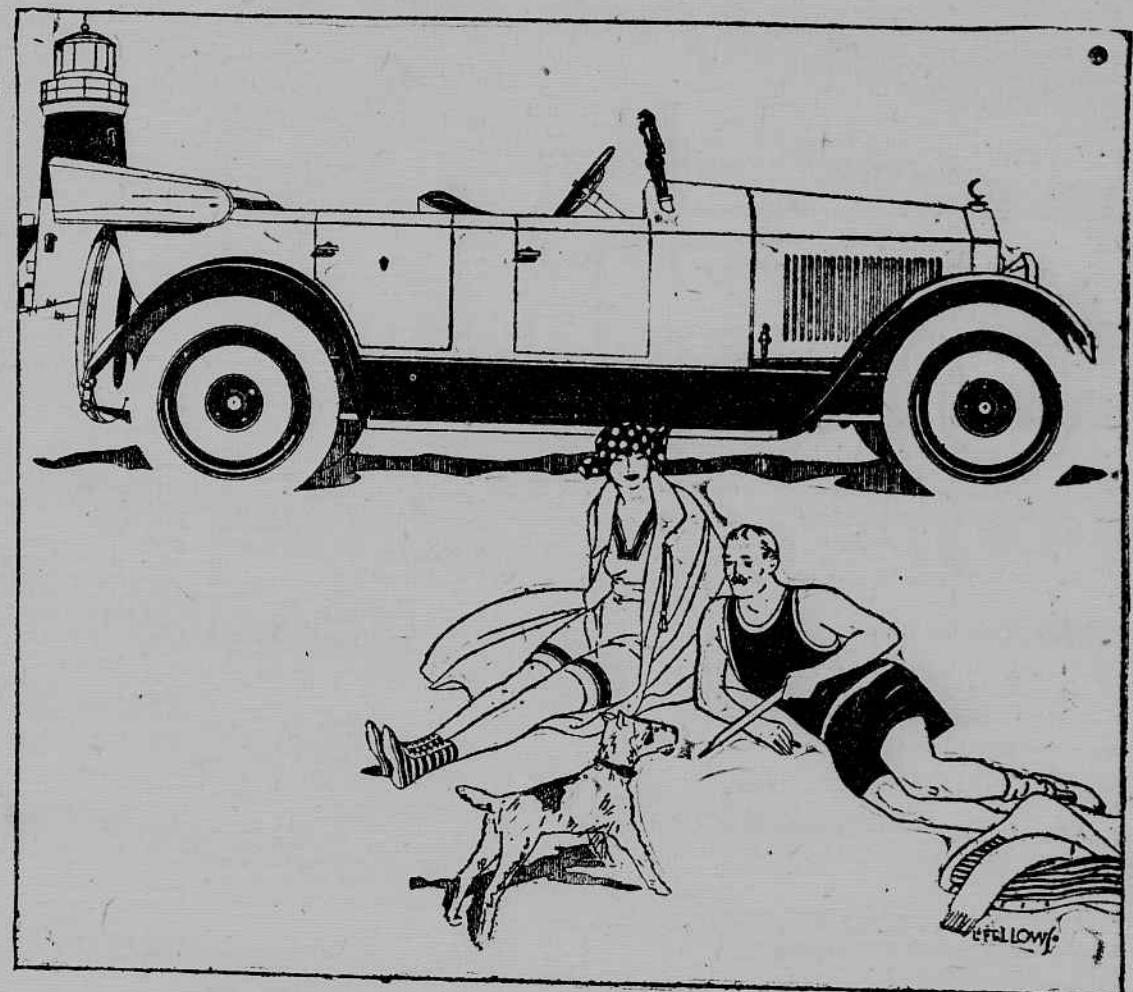
Jersey Commission Asks Higher Fees

The State Highway Commission of New Jersey in a resolution calls upon the Governor, Legislature and boards of freeholders of the various counties to secure the passage of laws which will restrict the size and weight of motor trucks allowed to operate upon the state's highways. In addition they are asked to urge legislation increasing the annual registration fees of motor trucks "to amounts more nearly commensurate with the damage done by such vehicles to said highways."

The commission pointed out that heavy and overloaded trucks "are largely responsible for the wear and tear on the highways, and that the present licensed rates are noticeably low when compared with the fees charged by other states."

When the "Gas" Is Water

A common but at the same time mysterious cause of an engine missing explosion is water in the carburetor. When trying other causes of skipping try draining the carburetor. Catch some of the fuel in the hand and note if globules form on top. They reveal the presence of water.



Moon's Proven Units — Try to match them

Twelve units tell the story of any automobile. Put it down in black and white that these units are the measure of the value you are getting for your money. Don't be satisfied with a car that has merely one or two good units, but demand that all twelve be of proven quality.

Then match them up, unit by unit, with those of the New Series Moon Six—motor, carburetor, starter and ignition, battery, clutch, transmission, universal joints, axles, springs, radiator, steering gear and frame. In the Moon, each and every one of these units has confirmed its title of proven quality. Each embodies the best motor knowledge of our entire generation. Not one or two, but all twelve are the product of specialists who know no equal in their respective fields.

Moon's Proven Units

1. MOTOR—CONTINENTAL-RED SEAL.
2. CARBURETOR—RAYFIELD.
3. STARTER & IGNITION—DELCO.
4. BATTERY—EXIDE.
5. CLUTCH—BORG & BECK.
6. TRANSMISSION—BROWN-LIPE.
7. UNIVERSAL JOINTS—SPICER.
8. AXLES—TIMKEN.
9. SPRINGS—STANPAR.
10. RADIATOR—FEDDERS - VICTORY SILVER.
11. STEERING GEAR—WARNER.
12. FRAME—PARISH & BINGHAM.

ings, no one or two units played up at the sacrifice of others, but a car that proves its title as a thoroughbred from first to last.

SIX-48—OPEN MODELS - \$2,385

CLOSED MODELS - \$3,385

The higher powered six-68 models seat seven passengers and are priced at \$2,950 for the open cars and \$3,950 for the closed cars. All prices f. o. b. factory, St. Louis, U.S.A.

PROMPT DELIVERIES

MOON

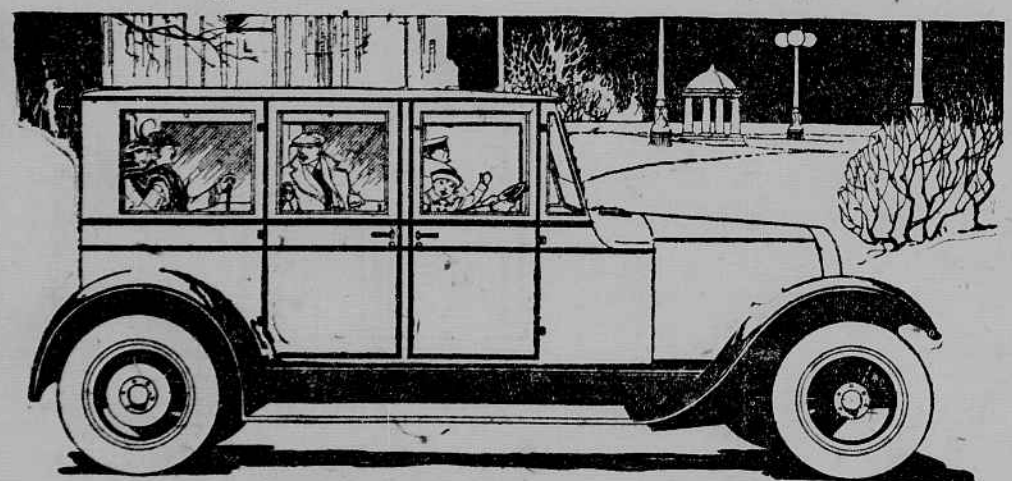
MOON MOTOR CAR COMPANY OF NEW YORK

WILLIAM J. COGLAN, President

1875 Broadway, at 62nd St.

Phone Columbus 7718-7719

HOLMES Improved Air-Cooled



Experienced Motorists Prefer This Air-Cooled Car

HOLMES Improved Air-Cooling is accepted by experienced motorists as the most efficient cooling system for automobile motors. Among car owners of long experience, who are buying for satisfactory service, the Holmes is achieving first place.

for economy the Holmes is the natural selection, with an average fuel consumption of 18-20 miles to the gallon in a car of 126-in. wheelbase and with a speed range of 3-50 miles an hour on high gear.

for comfort the Holmes becomes first choice, full elliptic springs and a flexible chassis bringing boulevard comfort to all roads at any speed you may want to drive.

for serviceability the Holmes offers freedom from the usual destructive strains of a hard riding chassis—shown in actual driving experience by a tire service of better than 10,000 miles to the set and a noticeable freedom from body squeaks after long hard service.

for appearance the Holmes is built in the most accepted body styles and all models are marked by a noticeable roominess for the easy seating of the occupants.

HOLMES MOTOR CAR CORP. of N. Y.

7 Central Park West

New York City.

Tel: Columbus 2166.

Y.M.C.A. AUTO SCHOOL

Day and evening classes.
17th year. Over 20,000 graduates.
Educational Dept. 300 W. 57th St., N. Y. C.